

DESTINATION	INTENDED DISPATCH
N. York	Early
London	Early
Havana	Early
London	Early
Laid up	Laid up
For Sale	Laid up

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CHINA



MAIL.

Vol. XXII. No. 1110.

HONGKONG, THURSDAY, 24TH MAY, 1866.

PRICE, \$15 PER ANNUM.



OFFICIAL NOTIFICATIONS.

It is hereby notified that, until further orders, the *Evening Mail*, *China Mail* and *Overland China Mail* will be the official mediums of all Notifications proceeding from Her Britannic Majesty's Consulate at Canton.

D. B. ROBERTSON,
Consul.

British Consulate,
Canton, April 16, 1866.

It is hereby notified that, until further orders, the *Evening Mail*, *China Mail* and *Overland China Mail* will be the official mediums of all Notifications proceeding from Her Britannic Majesty's Consulate at Amoy.

R. SWINHOE,
Consul.

British Consulate,
Amoy, April 22, 1866.

INTIMATIONS.

"CHINA MAIL" OFFICE.
PUBLISHED AT THIS OFFICE,
No. 2 WYNDHAM STREET,
BACK OF THE CLUB.

1. THE EVENING MAIL.
A DAILY PAPER.

PRICE.—\$2 per Month.
TERMS OF ADVERTISING.—First insertion, Ten lines and under \$1; each additional line, 10 cents. Subsequent insertions, per Week, 50 cents and 5 cents. ("Auction" Notices are excepted, for which only one charge per week is made.)

2. THE CHINA MAIL.
AN ORIGINAL WEEKLY PAPER.
(EVERY THURSDAY NIGHT.)

PRICE.—\$15 per Annum; Single Copies, 44 cents.
ADVERTISING.—First insertion, Five lines, \$1; each additional line, 20 cents. Subsequent insertions, 50 cents and 10 cents.

THE CHINA MAIL HAS BEEN PERMANENTLY ENLARGED IN SIZE, namely from 4 to 6 full pages. It is the only weekly paper published in China which contains a complete summary of Hongkong news as well as that from the treaty ports of China and Japan, and from Manila, Australia, India and the Straits. Its circulation, which has of late considerably increased extends throughout the coasts of those countries as well as to various parts of Europe. Great facilities are thus afforded to Advertisers in this newspaper.

3. OVERLAND CHINA MAIL.
CONTAINING 8 FULL PAGES, and containing all the articles in the *EVENING* and *CHINA MAIL* with Summary of News and Commercial Summary.

ONCE-A-FORTNIGHT.
THE MORNING OF THE MAIL'S DISPATCH. PRICE.—To Subscribers to the Weekly issue, \$8; to Non-subscribers, \$12. Single Copies 50 cents.
ADVERTISING.—The same as in the Weekly. All "Notice of Firms" appearing in the Weekly will be inserted in the *Overland*, and charged for, unless otherwise ordered.

A. SHORTEDE & Co.
Hongkong, 17th May, 1866.

NOTICE.
MESSRS A. SHORTEDE & Co. would draw the attention of parties advertising to the facilities offered by the alterations lately made in the management of the Firm for repetitions in Chinese of Notices respecting Shipping and Mercantile affairs generally. These advertisements will at first be inserted in the Supplemental Sheet, and should a sufficient number be sent in will be published on a separate slip.

TERMS FOR ADVERTISING.
For the Current Week.
If translated by Messrs SHORTEDE & Co. \$1 for the first fifty characters, beyond that number one cent per character.
If sent in already translated into Chinese 50 cents for the first fifty characters, beyond that number one cent per character.
Repetitions half-price.

Copperplate Bill Heads and Visiting Cards promptly and neatly executed.
Paper and Envelopes embossed with Crests, Initials, &c.
A. SHORTEDE & Co.
"China Mail" Office,
Hongkong, January 25, 1866.

FOR SALE.
THE ANGLO-CHINESE CALENDAR for 1866, published by A. SHORTEDE & Co.
Price, \$1.
"China Mail" Office,
Hongkong, February 26, 1866.

FOR SALE.
THE CHINA DIRECTORY For 1866 printed and published by Messrs A. SHORTEDE & Co.
Price, bound \$3.
Unbound in Paper cover \$2.
Hongkong, March 23, 1866.

P. & O. S. N. Co.'s NOTICES.



STEAM TO
SHANGHAE.

THE P. & O. S. N. Co.'s Steamship "ADEN" will have immediate despatch for the above Place.

W. R. DALZIEL,
Acting Superintendent.
Hongkong, May 23, 1866.

STEAM FOR
Singapore, Penang, Point de Galle, Aden, Suez, Malta, Marseilles, and Southampton;
ALSO
Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "O.R.S.N.A." Captain GIBLING, with Her Majesty's Mail, Passengers, Specie, and Cargo, will leave this for the above places, on WEDNESDAY, the 20th May, at 2 P.M.

CARGO will be received on board until 5 P.M. on the 20th; and PARCELS until 5 P.M. on the 29th.

CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.
A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shipper to the Company's Agents, with Bills of Lading or with Parcels, and the Company do not hold themselves responsible for any detention or prejudice which may happen from incorrectness on such declaration.

* * * Shippers of Cargo on the Company's Black Bill of Lading, are particularly requested to note the Terms and Conditions of these Bills of Lading, with reference to the transshipment and forwarding of Cargo with a view to the adequateness of their Insurance Policies in respect of the same.

For particulars regarding Freight and Passage apply at the P. & O. S. N. Co.'s Office, Hongkong.

W. R. DALZIEL,
Acting Superintendent.
Hongkong, May 15, 1866.

NOTICE.
THE following Packages are still unclaimed, and are lying in the P. & O. Co.'s Parcel Room at the Risk of the Consignees, who are requested to take immediate delivery:
Captain Dickson, . . . 1 Box Baggage.
From Marseilles.—
A. & C., 1372, . . . 1 Parcel Samples.
From England.—
Per "Orissa,"
W. Baker, Esq., . . . 1 Box Saddlery.
L. F. Glodnie, . . . 1 Box Apparel.
J. J. M., . . . 1 Box Worsteds.
A.
Ex "Northam,"
A. Campbell, Esq., . . . 1 Box Samples.
E. (in diamond) 3/6, . . . 1 Box Boots & S.
A. (in diamond) 793, . . . 1 Box Silk laces &c.
L.
From Coast Ports.—
Ex "Yesso,"
1 Bedstead.
Hongkong, May 23, 1866.

NOTICE.
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

MR WILLIAM ROBERT DALZIEL, will assume charge of the Company's Business in Hongkong from this date and until further notice.
THOS. SUTHERLAND,
Superintendent.
Hongkong, April 16, 1866.

P. & O. S. N. Co.'s NOTICES.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

NOTICE TO SHIPPERS OF TREASURE.
TO facilitate the work of Shippers, the Company have arranged to receive any Treasure intended for Shipment in their Offices in the Queen's Road.

Treasure will be received in this manner, and day between the hours of 10 A.M. and 4 P.M., up to the day preceding that of the Steamer's departure. Should the hour fixed for leaving be later than Noon, shipments will be received on the day of departure, from 7 to 9 A.M.

Shippers desiring to avail of this arrangement will please send along with their Treasure, Shipping Orders and Receipts carefully filled up with Marks, Description, and Destination, and if the Bills of Lading are delivered at the same time the work will be greatly facilitated.

The Company of course except the "risk of boats," &c., as covered by ordinary Marine Insurance.

With reference to the foregoing notice, it is hereby intimated that the Company's Godowns are now ready for the reception of Opium and other cargo for shipment in the Company's Steamers, under the same condition as stated above.

THOS. SUTHERLAND,
Superintendent.
Hongkong, 1st August, 1864.

NOTICE.
The Company's Rate of Freight on TREASURE to and from all the Coast Ports is now reduced to a uniform rate of one quarter per cent.

THOS. SUTHERLAND,
Superintendent.
Hongkong, March, 22, 1866.

MESSAGERIES IMPERIALES.



COMPAGNIE DES SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

PARQUEBOTS POSTE-FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ALEXANDRIA, MESSINA, MARSEILLES.

ALSO,
BOMBAY, PONDICHERY, MADRAS, AND CALCUTTA.

ON FRIDAY, the 25th May, at 2 P.M., the Company's Steamship "TIGRE," Commandant BOLLIVE, H.M.N., with H.B.M.'s Mail, Passengers, Specie, and Cargo, will leave this Port for the above places corresponding.

At SINGAPORE, with one of the Company's Steamers for Batavia.
At GALLE, with one of the "British India Steam Navigation" Company's Steamers for Bombay.

At ADEN, with the Company's Mail Steamers for Seychelles, Reunion and Mauritius.
At MESSINA, with the Company's Mail Steamers for all the Italian Ports.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

The Company has authority to grant Insurance on all Cargo conveyed by its Vessels, at a premium of 1 1/2 % upon Merchandizes and 1 % upon Treasure, from Hongkong to Lyons, Paris, London, and Holland, and proportionally for places this side of Suez.

Cargo will be received on board until 4 o'clock of the 21st May, Specie and Parcels until 5 o'clock of the 22nd.

A Written Declaration of Contents and Value of the Packages destined beyond Suez is required by the Egyptian Government, and must be furnished by the Shippers to the Agent with the Bills of Lading; and the Company will not be responsible for any consequences or prejudice which may ensue from an incorrect declaration.

For particulars respecting Freight and Passage, apply at the Company's Office, Queen's Road.

A. CONIL,
Agent.
Hongkong, May 5, 1866.

MISCELLANEOUS.

WELLINGTON KNIFE POLISH.

JOHN OAKLEY & SONS,
MANUFACTURERS OF
EMERY, BLACK LEAD, CABINET GLASS PAPER, EMERY AND GLASS CLOTH, INDIA RUBBER KNIFE-BOARDS, SILVERSMITH'S SOAP
For Cleaning and Polishing Silver, Electro-Plate, Plate Glass, &c.
SCOTCH, FRENCH, LONDON, AND OTHER GLUES.
Wellington Mills, Blackfriars Rd., London, S.

ELLWOOD'S NEW PATENT AIR-CHAMBER HAT.

ELLWOOD'S NEW PATENT AIR-CHAMBER HAT combines the lightness of the Felt Hat and the softness of a Turban, with the durability, comfort, and numerous other good qualities for which ELLWOOD'S PATENT AIR-CHAMBER HATS have so long been celebrated.

HATS, CAPS, HELMETS of every description, manufactured at the Works of J. ELLWOOD & SONS, Great Charlotte Street, S. London.

CAUTION.—No Air Chamber Hats or Helmets are genuine, unless they bear on the lining "ELLWOOD & SONS" name.

* * * Orders through Mercantile Houses carefully shipped.

FIELD GLASSES.—BURROW'S
BINOCULAR FIELD AND SKA GLASSES, finest quality Indian Mounts £3. 13s. 6d., £4. 6s., & £4. 8s.

Power in proportion to price.
ALUMINIUM GLASSES,
EXTREMELY LIGHT, £10. 10s., £14. 14s., £16. 16s., £18. 18s.

The Large Glass at £18. 18s. (6 by 5 inches) is one of the most powerful yet made.

Adress, with Remittance:
W. & J. BURROW, MALVERN, ENGLAND.

Or order through Messrs SMITH, ELDER & Co., or Messrs GRINDLAY & Co.

CAUTION.—BURROW'S Glasses bear their Name and Address.

BENZINE COLLAS.

THIS Preparation is of the greatest use in dissolving out all Greasy Stains from Silks, Cloths, and Wearing Apparel of every description, as also from Furniture, Carpets, &c. However delicate the Fabric, this Liquid will not damage it; and being perfectly neutral, it may be used for removing Greasy Stains from Valuable Papers and Drawings. For cleaning Gloves it stands unrivalled. Price 1s. 6d.

Whole-sale Agent J. Singer and Son, 150 Oxford St., London, and all Chemists and Druggists. Observe the name, COLLAS. All others are counterfeits.

INDIGESTION & STOMACHIC WEAKNESS PEPSINE.

THIS Invaluable Medicine for weak and impaired digestion, may be had in the form of Powder, Wine and Lozenge. The Powder is Pure, the Wine Unfermented, and the Lozenge a New, Agreeable, and convenient manner of taking the medicine.

PEPSINE GLOBULES IN BOTTLES.
Manufactured by
T. MORSON AND SON,
31, 33, and 124, Southampton Row, Russell Square, London.

And may be obtained of all respectable Chemists and Storekeepers.

GELATINE (MORSON'S PATENT.)
MORSON'S KRESOTE,
and every description of Chemicals, and all New Preparations carefully packed for shipment.

* * * See their Name and Trade Mark on all Preparations.
Orders to be made payable in London.

MACHINERY.
MR A. F. YARROW, Engineer, contracts for all kinds of Machinery, and will furnish prices and full particulars on application.—33, Cornhill, London, E.C.

TUPPER & COMPANY.
Manufacturers of
GALVANIZED CORRUGATED IRON, IRON ROOFING SHEETS, BUILDINGS, CHURCHES, SCHOOLS, &c., 614, MOORGATE STREET, LONDON, E.C.

NOW READY.
EXCHANGE TABLE, showing the value of One Pound Sterling in New York, at the different Rates of Sterling Exchange on London, by 1-8ths from 12 to 102 per cent. Computed by Mr JOHN V. YATMAN, New York.

PRICE ONE DOLLAR.
"China Mail" Office,
12th May, 1864.

INSURANCE.

London Insurance Corporation.
(Established by Charter 1720.)

THE undersigned, Agents at Hongkong for the above Corporation, are prepared to grant POLICIES against FIRE, to the extent of £10,000 on any BUILDING, or on MERCHANDISE in the same.

DENT & Co.,
Agents.
Hongkong, 12th April, 1855.

INSURANCES.

China-Traders' Insurance Company Limited.

CAPITAL \$1,000,000.
In 200 Shares of \$5,000 each.

Managing Committee.
WILLIAM NEILSON, Esq., (Messrs Olyphant & Co.)
RICHARD DEACON, Esq., (Messrs John Burd & Co.)

General Agents,
Messrs AUGUSTINE HEARD & Co.

THE Head Office of the Company is at Victoria, Hongkong, and Agencies have been opened at the following Ports, where Policies for Marine Risks will be issued upon the usual Terms.

At Canton, Messrs AUGUSTINE HEARD & Co.
At Foochow, Messrs AUGUSTINE HEARD & Co.

At Shanghai, Messrs AUGUSTINE HEARD & Co.
At Hankow, H. G. BRIDGES, Esq., at Messrs Augustine Heard & Co.

At Kiukiang, JOHN PASTORIUS, Esq., at Messrs Augustine Heard & Co.
At Swatow, Messrs BRADLEY & Co.

At Tientsin, Messrs FERGUSON & Co.
At Bangkok, T. BLAKE, Esq., at Messrs Augustine Heard & Co.

At Saigon, Messrs W. G. HALE & Co.
At Singapore and Penang, Messrs BOUSTEAD & Co.

At Manila, Messrs RUSSELL & STURGES.
At Yokohama, A. O. GAY, Esq., Messrs Augustine Heard & Co.

At Rangoon, Akyab and Bassein, Messrs NEUBERG & Co.

Agencies at other Ports of China and Japan and also in India, Europe, and America, will be shortly established.

Payment for losses will be made wherever an Agency of the Company exists, in one Month after proof of loss.

In addition to the usual Brokerage of 10 (Ten) per cent., a further return of five per cent. upon Premium paid will be made to all Insurers with the Company.

AUGUSTINE HEARD & Co.,
General Agents.
Hongkong, November 10, 1865.

London and Oriental Steam Transit Insurance Office.

137, LEADENHALL STREET, LONDON.
JAMES HARTLEY & Co., Managers.

Established 1843.
THE undersigned is authorised to accept Risk on behalf of this Office, by First class Steamers.

THOS. SUTHERLAND,
Agent.
Hongkong, 17th March, 1862.

NORTH CHINA INSURANCE COMPANY.

NOTICE is hereby given, that Mr CHARLES MAKINTOSH has been appointed Agent to the Company in Hongkong, and will take charge of the affairs of the Company on and after the First of February, 1866.

Messrs GILMAN & Co. will cease to act as Agents, for the Company on the 31st January.

The Company's offices are temporarily at Messrs GILMAN & Co.'s, but will shortly be removed, to their own Premises, in D'Aguilar Street, next door to Mr DOUGLAS LAFRAIK'S.

By Order of the Court of Directors,
JOHN S. MACKINTOSH,
Secretary.

Shanghai, January 16, 1866.

Consulting Committee in Hongkong.
H. B. GIBB, Esq., (Messrs Gibb, Livingston & Co.)

William Liemann, Esq., (Messrs Gilman & Co.)

Francis Parry, Esq., (Messrs Birley & Co.)

司公險保方北國中

啟者本公司自一千八百六十六年二月一日起在

香港地方設立辦事處凡有欲在本公司保險者請向

本辦事處接洽可也此佈

一千八百六十六年二月一號

中國北方保險公司啟

司公險保方北國中

啟者本公司自一千八百六十六年二月一日起在

香港地方設立辦事處凡有欲在本公司保險者請向

本辦事處接洽可也此佈

一千八百六十六年二月一號

中國北方保險公司啟

INSURANCE.

North British & Mercantile Insurance Company.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.
CAPITAL £2,000,000.

ACCUMULATED FUNDS £2,233,927.
ANNUAL REVENUE £497,263.

THE Undersigned AGENTS at Hongkong for the above Company are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same.

GILMAN & Co.
Hongkong, June 21, 1864.

NOTICES OF FIRMS.

NOTICE.
MR C. L. GRANT is authorized to sign our Firm in Foochow by Procuration.

W. R. ADAMSON & Co.
Shanghai, May 5, 1866.

NOTICE.
MR HUGH FRANCIS RAMSAY has this day admitted a Partner in our Firm which now consists of RICHARD JAMES GILMAN, CHARLES AUGUSTUS WILD, HENRY BEVERLEY LEMANN, WILLIAM LEMANN, EDMUND HENRY LAYERS, and HUGH FRANCIS RAMSAY.

GILMAN & Co.
China, May 1, 1866.

NOTICE.
WE have this day re-established our selves in Business, which we will carry on in Shanghai instead of Hankow.

INNES & Co.
Shanghai, April 16, 1866.

NOTICE.
THE BUSINESS

THE CHINA MAIL.

PUBLISHED WEEKLY.

HONGKONG, THURSDAY, 24th MAY, 1866.

DEATH.

At Marseilles, on the 27th of March, James, the son of Emma and James V. Morris, of California, aged 11 months.

ECHOES OF THE WEEK.

News from the North.—Contradiction of the rumor of Consul Morrison's murder.—Hankow Tea trade.—Peking.—Newchwang.—Shanghai.—The Coleridge trade.—Yokohama.—Morrison Society.—Departure of the "White Adder."—Arrival of French Opium Company.

SINCE our last issue the news received from the North has been unimportant in matter and interest. At Shanghai nothing whatever seems stirring, probably from the effect of the coming summer, which causes a partial sort of stagnation in the model settlement. By news received from Chefoo, we hear that a letter had been received at that port from Consul Morrison, who was reported some time back to have been murdered between Peking and Hankow whilst on an overland journey to the latter place. No particulars are stated as to the causes which detained Mr. Morrison so long on his journey, have led to the report of his murder having been circulated, and raised considerable fears for his safety. The principal news from Hankow is that tea has been settled in the country at prices equal to Tls. 38 to Tls. 40 per picul deliverable in Hankow. Large arrivals in England are reported, with a limited and dull trade, and great caution would therefore suggest itself to buyers and speculators in buying the new teas, more especially as the valuation put on late arrivals Europe shows a loss on invoice prices.

By private letters received from the North we learn that whilst returning to their homes from the Races the foreign residents at Peking were pretty extensively stoned by the mob, besides being abused in the choicest Chinese "Billingsgate." It is not a pleasant thing to be the butt of a small London crowd of street Arabs and general loafers from the fact of wearing a white hat or having a dispute with a cabman, which are two great crimes according to gamin law in London; but the majesty of the law in the shape of the contingency of a "peeler" coming round the corner, and the general good humor which characterizes a London crowd, keeps the annoyances within the bounds of mere chat; but to be the butt of a Chinese crowd both for brick bats and choice epithets, the former being calculated to damage the head and limbs, and the latter the reputations of the ancestry of the attacked to the third and fourth generation, is too much of a joke anti-brickbat insurance on the part of our countrymen in Peking. If the foreign residents might be permitted to organize a limited system of police who would act as a sort of guard to prevent any insults being offered to residents in the public streets; and who besides a trusty revolver should more especially be armed with a good stout horse whip, we imagine then would no more of complaints of brickbats and insults on gallop days or any other days at Peking.

There is a rumor that at the foreign settlement at Newchwang had been attacked by the rebels, and the residents had been compelled to take refuge in boats. If this report is true, the fears which Mr. Adams, H.M. Consul at that port has continually expressed of such a catastrophe, and the representations which he has constantly made to Mr. Wade with respect to the insecurity of the foreign settlement, and its utter want of protection, will have been fully verified, at the cost however not of those who neglected these representations, but of the unfortunate foreign residents at Newchwang, who thus stand the risk of losing their lives and property, through official blindness or inactivity.

From Swatow the only piece of news is a dispute between some of the foreign residents with respect to the ownership of some land. Strong measures seem to have been taken by both parties in the quarrel, which parties consist of two of the leading firms in the settlement. One of these firms the members of which have, we believe, the privilege of being free and enlightened citizens of the United States seem to have acted in rather a high handed manner towards their opponents by keeping armed possession of land which had been fairly purchased by them. The whole affair savours more of Texas than of a civilized settlement, and we hope such a method of settling disputes to land titles will not become a precedent in the foreign settlements in China.

The coolie trade appears to be far from a paying speculation, at present a particular run of ill luck seeming to have affected the successful running of these valuable but perishable cargoes. From Amoy we hear that a barque called the *Jeddo* on a voyage from thence to the Havanas has been

burnt at sea, and all her coolies perished in the conflagration, the crew escaping in the boats. The palmy days of coolie kidnapping and "splendid" runs to Callao and Havana, seem at an end; such a state of things will compel former traders to invest in other enterprises, and as in a notable instance in Hongkong, some of those who formerly embarked in the trade, now that they find it to their interest to drop it, may occupy their spare time by writing virtuously indignant diatribes against those who still care to risk their money on the chance of running one living cargo out of three, which we believe is the paying average.

We have dates from Japan to the 11th instant, there is little of importance to record. Business remains dull, and latest advices from Europe per French steamer has had a depressing effect on the Silk market. The calumnious charges brought against Mr. Bailey (Chaplain at Yokohama) have been publicly and officially refuted; a court of enquiry having been held which pronounced the charges brought to be perfectly groundless. On the 8th instant the spring meeting of the Garrison races took place; the weather being all that could be desired. A French barque called the *St. Louis* has made the extraordinary quick run of 20 days from San Francisco to Yokohama. The *Adventure* arrived on the 9th instant; the men commenced disembarking shortly after midnight, and they all appeared well and in good spirits. A Japanese soldier was severely punished some time ago for drawing his sword on two British officers; for this crime, which the man committed when intoxicated, the Japanese authorities sentenced him to be degraded to the ranks, he being a sergeant, and be imprisoned for one year. In consideration of the cordial feeling subsisting between the Japanese and British troops and at the request of Colonel Browne of the 29th Regt. H.M. Minister interested successfully for the culprit, and his sentence so far as the imprisonment is concerned has been remitted. The Japanese troops for this act of kindness asked permission to present arms to the British consul who attended the ceremony of degradation, which was permitted.

The report of the Morrison Society for the past year has been published, and shows a flourishing balance sheet. An attempt to get reliable and useful reports from the different missionary branches of all sects and creeds in China, has proved a failure, a singular apathy or reluctance having been displayed in nearly every instance where application has been made. No class of men can surely advocate more strongly the necessity of missionary work in China, whatever heretical and unorthodox ideas some sceptics may maintain of the mode in which it is attempted to evangelize China, and it is almost a pity to find that the Revd. Mr. Whistler will not afford any information on missionary matters to the Revd. Mr. Rubrick; but joking apart, the Morrison Society is singularly unsectarian in its views and objects, and ministers of other denominations might fairly take a pattern by the freedom from religious bias which characterizes all its proceedings.

The *White Adder* with seven companies of the 11th Regiment left on Sunday morning, the authorities wisely deciding that any little risk of small pox being carried on board by her passengers would be almost infinitesimal considering the precautions which have been taken, while the excitement and change of the voyage would in itself act strongly against any such contingency. The *Far East* is still lying in a sort of quarantine; no fresh cases of small pox have occurred on board her, and we believe an early date is named for her departure.

A French opera company have arrived from Shanghai, which it is to be hoped will receive cordial support from the community. The great difficulty which stands in the way at present, is the want of a suitable building for their performances; the Garrison theatre is too small and not well adapted for sound, but this will be the only available building, and they must make the best of it they can under the circumstances. We wish them every success, more especially under the difficulties they will have to encounter.

That some steps be taken for the effectual suppression of piracy has now become one of the official and social necessities of Hongkong. That there is every disposition on the part of Colonial authorities to do all in their power is fully believed by the Colonists; while the Home Government, though fearful of spending a single additional shilling, were it to insure the eternal salvation of all Hongkong from the wrath to come, are disposed to stand as backers to the Colony and say "Well done" to all that the Colony can do for or by itself. They have just decided that ten of the twenty thousand pounds now contributed for military purposes be applied to the relief and aid of distressed British

gun-boats; so that in future the Colonial legislature will have a voice in the disposal of the steam bathing machines now anchored in the harbour of Hongkong. Although the above designation of a useful class of vessels may be thought somewhat insulting, it must be borne in mind that all which Hongkong will get for her ten thousand pounds subscription will be a fleet of small vessels which, once very effective, are now beginning to show signs of wear and tear, and are likely to be quite unseaworthy before many years are past. The foolish economy of the Admiralty authorities, in the matter of boilers and machinery especially, has often been commented on and our readers will for the most part endorse his opinion we have expressed.

Let us consider in what way the end in view viz, the suppression of piracy—can best be attained; what are our needs in material and organization; and what political action is necessary towards the Chinese authorities to insure a certain amount of cooperation on their part.

To commence then with the material at our disposal. Are the gunboats at present employed fit in all respects for the duties for which they are commissioned? From all we can learn we are led to believe that there is still room for improvement; their draught of water should be less than it is, and their speed will admit of an increase most advantageously. Could not vessels answering exactly to the model required be constructed in some port in Eastern Asia—say Bombay for instance, so as to avoid the trouble and danger of bringing them out from England round either Cape? Supposing however that the vessels themselves were all that could be desired, some change would still have to be made in the personnel of the crews. The Commanders and officers of the gunboats in these waters are as brave a set of men as possible, and provided they are men of judgment and good sailors no alteration is required in that department; but with the crews great changes would be advisable.

In the first place a regular salaried interpreter should be attached to each vessel; not leaving so important a matter as it now is left to the tender mercies of European loafers or Chinese hangers on of some mandarin. If Europeans can be got so much the better; but if not let Chinese possessing a thorough colloquial knowledge of English be employed with heavy security for their good faith. Secondly let no other Chinese whatever be employed in the capacities of cooks, stewards or pantry boy interpreters whose constant attendance upon their officers is liable to let them become possessed of facts and intentions which if known would enable any set of pirates to escape the traps laid to catch them. Many sneer at the idea of important intelligence getting wind in this way; but when it is recollected that stewards who can give the pirates any information, are frequently subsidized by them it will be seen that such a notion may have some truth in it.

The arms and boats with which small vessels are now supplied seem also to require reconsideration. To send away a boarding party in the giga of a gunboat, although it has often been done successfully, is against really superior force, very hazardous. We should imagine that some means might be found of stowing a good sized yawl on the deck, standing derricks being erected for hoisting out, and the engines being utilized as the hauling power. This is however a question to be decided by practical men, but it is evident that either the gunboat herself must be of sufficiently light draught to pursue pirates up the shallow creeks in which their junks can be secreted, or they must have boats large enough to accommodate a respectable force of men as well as a boat's gun.

Passing from the question of material which after all is a matter of dockyard management, we now come to the most important part of the subject; viz, the steps which should be taken in conjunction with the Chinese Government, or rather the steps we should force the Chinese Government to take, to insure the best application of the means at our disposal for the suppression of piracy. That the article of the Treaty engaging the cooperation of the Chinese with our own forces to that end is a dead letter in a practical point of view, their staunch advocates do not at all deny. In the first place the idea of ten or any other number of junks working in concert with our own steam vessels is a simple absurdity. Their cooperation in a more extended sense—say that of guard-

ing some particular point or line of coast—we have long since learned to look upon as utterly chimerical; nor did we oblige them to carry out the letter of their agreement should we gain much for the operation. Were they attacked by a superior force the chances would be ten to one in favor of their running away; were the pirates to offer bribes (as they now do) Chinese naval virtue could not be expected to resist a tempting offer; so that we have but one means left of ensuring any support whatever from the Chinese—that of compelling them to subsidize our own naval forces.

Now that the indemnity money has been paid the plea of impoverishment cannot be urged against this proposition, which moreover would leave the entire control of the arrangements for catching pirates in our hands. It would be well to stipulate that at certain points along the coast not now opened to trade, depots be established in charge of mandarins who would be bound to afford any help or assistance, from provisions to men, to such men of war as needed them.

The most difficult point of all remains for consideration—that of jurisdiction over the pirates captured. In spite of our treaty agreement with China, Englishmen feel a natural horror of delivering up even felons to undergo the barbarous tortures which disgrace the penal code of China; on the other hand bribery on the part of rich prisoners will generally ensure their escape from the clutches of the law altogether. In either case justice is not meted out to the condemned nor under present arrangements is it probable that any solution of the question will be arrived at. We have repeatedly urged the advisability of abrogating certain articles of the treaty referring to the rendition of accused persons and would now purpose in lieu thereof the establishment of a Mixed Court, composed of English and Chinese officials for the trial of pirates or other persons obtaining their livelihood at sea charged with grievous crimes. The arrangement has worked admirably at Shanghai for criminals captured in the settlement; why should it not be applied also to the anomalous state of things which now exists at Hongkong and Canton? Persons possessing qualifications for the post of commissioner either English or native could doubtless be found amongst our consular officers on the one hand, and the higher class of officials attached to the Yamen of the Viceroy of provinces. We do not see in what other way the daily increasing difficulties of the rendition question are to be met. The effect of such an institution would be incalculable; many pirates being now emboldened to run hazardous risks from the almost certainty they possess of being able to bribe their way out of the magisterial prison, should they meet with ill luck in the prosecution of their interesting studies how to get money at the expense of the lives and properties of others.

The new Seamen's Hospital of Hongkong, was this day formally inaugurated by His Excellency the Governor. About twenty other gentlemen were invited to be present. After going round the building and noticing in complimentary terms the way in which Mr. Studd had carried out the plans of the original designer, His Excellency and the party present proceeded to a room hereafter to be used as one of the wards and sat down to an excellent *dejeuner de la fourchette* at which Dr. Adams presided.

This breakfast being finished The Hon. Mr. Whitall rose to propose the health of the trustees of the establishment coupling with his toast especially the names of Dr. Adams the energetic medical officer in charge, and that of Mr. Studd who had so satisfactorily carried out the plans adopted for the building. He was of opinion that Hongkong might well be proud of an establishment so eminently humanitarian in its end and object; that those who had devoted their attention to carrying out that object were entitled to the thanks of the community—more especially of the mercantile classes. There had not been enough money actually subscribed to cover expenses, but the House of Jardine, Matheson had in conjunction with the trustees carried out the proposed plan, as they felt it to be a matter of conscience, when it lay in their power to aid a good work, to do so. Had they exceeded their powers they were sorry for it, but if ever there was a case in which the end justified the means this was surely one (applause).

The Hon. speaker then proceeded to give a sketch of the history of the building. Nearly twenty-two years ago Messrs JARDINE, MATHESON & Co. established on this spot a small hospital for sick seamen. As time went on and trade increased it became too small for the proper accommodation of patients, and furthermore in the long period which had elapsed since it was built had gradually fallen into decay. Under these circumstances they had decided upon raising a hospital which should be worthy of Hongkong, so they have erected the present building which contains 65 beds with accommodation for 100 patients if needed. They were not perhaps quite justified in a strictly commercial point of view in so doing; as matters now stood the contract for the building amounted to thirty two thousand dollars; the expenditure involved in laying on gas, water, &c. was about three thousand dollars more, making a total of about thirty-five thousand dollars. To meet this, subscriptions had been promised to the extent of six thousand dollars; a personal friend of the Hon. speaker had promised a donation of seven thousand dollars, thus making thirteen thousand dollars in hand and leaving a balance of about twenty two thousand to be subscribed by other members of the Colony. In conclusion the speaker said that he begged to thank not only the subscribers who had come forward so liberally but those who he was sure would come forward when appealed to; and sat down amidst the laughter and applause of his hearers.

The new hospital is a two storied building consisting of four wings with an open court yard containing baths &c. &c. in the centre. It is well built and advantageously placed for receiving the benefits of the breezes from both a northerly and southerly direction. There are four public wards for seamen; one first and second class ward for officers, and one to be appropriated to lascars seamen. The vacant wing will be occupied by two dispensaries, foul bedding rooms &c., and altogether the whole edifice seems to be well calculated for the purpose for which it is designed and reflects much credit on all connected with it. The liberality of the Hongkong colonists is so proverbial that there is little fear but that subscriptions will readily be obtained to make up their money now deficient, and it is but right that those who aid in making the fortunes of the community should receive such aid in time of sickness and danger as can be afforded them. A fee of one dollar per day will be charged for each European admitted which will it is believed cover the working expenses of the establishment.

An amusing press error occurred in the columns of the *London and China Express* of the 26th March ultimo. In quoting the letter addressed by the Secretary of State to the Governor stating the decision arrived at with respect to the rendition of the Mowang the italics being our own:—

"But having reference to the terms of the treaty under which Mr. Merper was acting, I am satisfied, after full consideration, that he adopted every precaution in his power to carry the provisions of the Treaty of Extradition into proper execution. The man was not charged with piracy, which would be justifiable at Hongkong, but with robbery, which brought him within the terms of the treaty. The case was properly investigated, and there was abundant evidence to support the decision of the magistrate."

Even the very printers' devils seem to conspire to embody in imperishable type the verdict on Hongkong which the lax provisions of British law induce the native resident to believe in. The word thus written *justifiable* is *justifiable* in the original; i.e. amenable to justice. We are hardly prepared to defend the orthography of the word, which although to be found in the dictionary is noted as " seldom used," and sounds to us rather uncouth, but the misprint is none the less amusing.

passed last year enabling the judge to pass sentences involving flogging on delinquents. With respect to piracy however as long as the present state of the law continues any defending counsel can drive a carriage and four, as the saying is, through its provisions and pick holes on questions of jurisdiction; such for instance as the true meaning of "piracy," not in a common sense meaning of the word, but whether the particular crime under investigation, was committed within or without the limits of some legally defined distance from the shore. These and other legal quibbles which must give an exalted idea of British law to the pigstails in Court during our Piracy trials, occupy half the time of the Court in nearly every case brought before it. Again the very fact that the preliminary depositions taken by the Police magistrate are not permitted to be read and received as presumptive evidence, on the trial at the Supreme Court, is a fruitful cause of delay and frustration of justice, for frequently the witness, who swore one thing positively at the Police Court, stoutly denies, or forgets (if it at the higher Court. This is of course nothing but what might be anticipated, for even presuming that the witnesses are unbiassed or untampered with before they are examined at the Police Court, some weeks may elapse before the trial comes on. Moreover as in very few cases witnesses are kept in custody as Crown Witnesses, there is plenty of time for the pirate reester's friends in Hongkong to get their agents to work. Of these worthies there are at least one or two in the colony who have all the English laws affecting piracy at their finger's ends, and are permitted by the gaol regulations to have frequent interviews with the remanded prisoners. Thus a rice superstructure of false and garbled evidence is raised for use at the trial, and the witnesses are actually trained like children in a sort of false but consistent school of evidence for days and days before the trial comes in. No blame can be attached to the administrators of the law in this Colony unless they fail in their duty of strongly representing the weakness and utter incapacity of the present system in dealing with crime to the Home Government, which considering the high character which the English bench bears for integrity and conscientiousness, it is almost needless to say cannot have been neglected.

TRANSIT DUES AND EXACTIONS.

(From the North China Daily News.)

The accuracy of the metaphor wherewith Mr. Yates illustrated the alarming growth of the *Leikun* on its way from the capital to the provinces, has been fully confirmed by the report of trade at Foochow for the year 1864 forwarded by Mr. Hewlett, and recently published in England. Starting with the axiom that the levy of taxes unauthorized by the Treaty of Tientsin must exert a most depressing influence upon foreign trade, the writer proves by statistics that the trade both in imports and exports showed a considerable falling off upon that of the previous year, and then proceeds to enumerate the causes which brought about the decrease. And first in the case of exports, we find the startling assertion that, for the two years ended 31st December 1864, foreign merchants had not used the inland produce transit certificates, but had preferred to allow their teas, bought under contract in the interior, to be subjected to the squeezes levied at each barrier, rather than risk the delay entailed by the operation of a transit certificate. It is difficult to produce so protected did eventually reach Foochow free from illegal squeezes, but the officers in charge of the barriers continued to throw so many difficulties in the way of boat cargoes upon which they could levy nothing, that the delay more than neutralized the advantages of freedom from exaction. But this, it may be said, was a mere swindle on the part of certain subordinate officers, who would have been subjected to punishment of some kind, or another, had they been brought to book to complain. We are always in doubt in such cases what the actual perpetrator of the squeeze is the most guilty party concerned in the levy, whether in fact the license to commit extortions of various kinds be not a recognised item in the remuneration offered to barrier keepers and others in inferior official positions. Reasoning from analogy we are justified in adopting the latter supposition, for the higher officers of government are not only permitted but expected to realise handsome fortunes during their three years' term of office. Else how could we account for the occasional enormous demands made upon men whose legal salaries are actually insufficient for the every day requirements of life? Assuming, however, that the barrier exactions were not recognised either by the provincial government or by the immediate superiors of the delinquents, yet remains quite sufficient to file an indictment against the recognised authorities. The opium trade has always been an important element in the commerce of Foochow, and the Opium merchants were among the most respectable and trustworthy native traders at the port. Gradually, however, as the *Leikun*, or local duty, swelled from the size of a hat to the measure which demanded two bushels to carry it, the recognized impost of Tls. 30 per chest, with discount at 6 per cent, or say, in all, Tls. 31.80, was raised to Tls. 112. The manner in which this extraordinary increase was made up is set forth by Mr. Hewlett as follows:—

Pixed Duty,
Discount on the same at 6 p
Melage of same,
Leikun duty,
Melage of same,
Opium duty,
Discount on the same,
Melage of same,
Extra tax for rebelling expenses

Haiguan Import duty,
Discount at 6 per cent,
Total

The consequences may be far out of proportion to the duties to be charged on the duty of the native custom large amount of the opium consumption and for was "run." The risk was increased, indeed they can ascertainable to the opium smugglers, and the large sums into the hands of the men under guarantee or who feared to mix themselves with the illegal trade, the bulk of opium traffic into the hands of men who controlled by a conspiracy of opium smugglers, and the liquidating duty, and the course, shared in the. Innumerable aspects the illicit local duty has a trade, and depopulate the owned property. It is one remedy, to revise tariff of transit duties, shall be settled in a suitably all instances on commission. Diplomatic taken in the matter, and present the prospects are sufficiently gloomy to tell us that a few new way must be devised, who have so far weathered

IDENTITY OF BRITISH INTERESTS.

(From the North China Daily News.)

The papers relating to China during the year, 1864, have been published the thirty-second session. It is to be regretted that to what we have regard to the progress of the country. The London Mr. Burlingame and to the various events of China between August the chief of which were the negotiation of a convention, the inauguration of the new government of the Republic, and the autograph of the Emperor of China to the President of the United States. Of these events the negotiation pursued with so much period whereby Sir F. Burlingame and Count H. de Bunsen, at Peking, at once that the interests of land were identical, and together they could secure advantages for their own same time they presented the material interests. Accordingly, the international relations agreed to, and the questions submitted to friendly league, the ministers were permitted to presentatives for the enabled at once to show against any attempt Chinese to change privileges. The *Regne Yangtze* was the first crossed their limit, and soon followed by the American interest, and the disfigure of Burmese. name of course, but it was the treaty representative of the French priest in evidence for and against the board of ministers went most minutely to the test of justice, as was England, and the strongly recommended reinstated Burmese already acquainted with the downward of the misrepresentations of the French priest in part of the foreign affairs came to a crisis. Holland and subsequently invested with the convention, the English and worked together, and cognised the epidemic more especially, we that friendly and fr exist and we must be between America and like manner, it is represented as to French of certain late negotiations which presentatives of the Chinese integrity of the Convention. The integrity of the Convention is the most important point in this case, and it is in all the most which presented them the West and not an isolated nation was remains for it to be accorded by the gent States to the policy lineage. Mr. Sewar and wise, it is to the towards other nations for 1864, bear witness with which the new in England, and we in France and Russia, minimal or realises as of the minister of the suit mutually agreed by thus foreign nations suit at which will are up. China to for terms.

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 state of the law continues
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 before it. Again the tak-
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 needless to say cannot have
 been.

Fixed Duty	£10.00
Discount on advance at 6 per cent.	1.80
Interest on same	8.40
Levy on War tax	16.00
Levy on same	3.20
Levy on same	13.00
Discount on the same	0.90
Metage of same	1.06
Extra tax for rebel expenses	5.00
	£18.36
Hajim Import duty	£10.00
Discount at 6 per cent.	1.80
Total	£18.16

The consequences may be easily imagined. A bribe far out of proportion to the amount of duties to be escaped sufficed to blind the eyes of the native customs employees, and a large amount of the opium required for local consumption and for sale in the interior was "run." The risk was not very alarming, indeed there can be little doubt that the increased traffic, which bore an easily ascertainable ratio to the apparent falling off as shown by the Customs returns, brought large sums into the hands of the mandarins. The men who were working under guarantee or who for other reasons feared to mix themselves up in the smuggling transactions which rapidly became of every-day occurrence, were driven out of the field by the illegitimate traders, and thus the bulk of opium transactions was flung into the hands of men without either principle or capital. Heavy liabilities were soon contracted by persons who had no means of liquidating them, and foreigners, as a matter of course, shared in the disasters that ensued. In innumerable ways and under innumerable aspects the imposition of exorbitant local duties has tended to paralyze trade, and depreciate the value of foreign property. Hence, if necessary, the tax of transit duties, but when once it has been settled on a satisfactory basis, to submit all infringements of it to a mixed commission. Diplomatic action must be taken in the matter, and that quickly. At present the prospects of the China trade are sufficiently gloomy—we need no prophet to tell us that a few more obstacles in its way must bring disaster upon hundreds who have so far weathered the storm.

IDENTITY OF BRITISH AND AMERICAN INTERESTS IN CHINA.

(From the North-China Herald, May 12.)

The papers relating to American affairs in China during the year 1863, which accompanied the President's message to the first session of the thirty-eighth congress, add little to what we have already learned with regard to the progress of diplomacy in this country. They include despatches between Mr. Burlingame and Mr. Seward relating to the various events which transpired in China between August 1862 and July 1863, the chief of which were the organisation of the legation and consular establishments, the framing of the Yangtze trade regulations, the inauguration of the new celebrated cooper on policy, the degradation of Burgevine, and the transmission of an autograph (?) letter from the Emperor of China to the President of the United States. Of these the most noteworthy was the cooperation policy which was pursued with so much success during the period wherein Sir Frederick Bruce, Mr. Burlingame and Colonel de Balleuse respectively represented England, America and Russia. Mr. Burlingame, on his arrival at Peking at once recognised the fact that the interests of America and England were identical, and that by pulling together they could secure extraordinary advantages for their nationals, while at the same time they preserved a due regard to the national interests of China herself. Accordingly, casting aside every trace of international jealousy, the two ministers agreed to consult and cooperate upon all questions submitted to them. Into this friendly league the Russian and French ministers were admitted, and thus the representatives of foreign powers were enabled at once to show a united front against any attempt at the part of the Chinese to infringe their treaty-secured privileges. The Regulations for trade on the Yangtze was the first subject which engrossed their joint attention, but this was soon followed by one of apparently purely American interest, namely the dismissal and disgrace of Burgevine. This case Mr. Burlingame courage took up warily and, encouraged by the result of the joint remonstrances of the French representatives, he laid the case of the French press in Kwei-chow, laid the evidence for and against Burgevine before the board of ministers. Sir Frederick Bruce went most minutely into it, and in the interest of justice, as well as upon the principle that it was impolitic to place an Englishman at the head of the force, strongly recommended the Chinese to reinstate Burgevine in his post. We are already acquainted with the difficulty, the downright falsehoods and the ingenious misrepresentations whereby the native and foreign powers, until at length affairs came to a crisis, and, *volens volens*, Holland and subsequently, Gordon were invested with the command. But through-out, the English and American ministers worked together, partly because they recognised the expediency of so doing, but more especially, we are persuaded, from that friendly and fraternal feeling which exists and we trust will continue to exist between America and Great Britain. In like manner joint representations were made in the case of the cession to the French of certain land at Ningpo, representations which produced from all the ministers a guarantee of the territorial integrity of the Chinese empire. Subsequently the question of Municipal rights in Shanghai came under discussion, and on this the ministers again declared their united views of accord. We have thus seen that in all the most important measures which presented themselves for settlement, the West and not a mere collection of isolated nations was represented. It only remains for us to notice the full approval accorded by the gentlemen of the United States to the policy adopted by Mr. Burlingame. Mr. Seward describes it as able and wise, just to the Chinese and liberal towards other nations. The blue-books for 1864 bear witness to the satisfaction with which the new policy was welcomed in England, and we have little doubt that in France and Russia approval, either nominal or real, was accorded to the actions of the ministers of those countries. It is by thus mutually assisting one another that foreign nations will arrive at the result at which all are aiming—the opening up of China to foreign ability and enterprise.

OUR RELATIONS WITH JAPAN.

(From the Shanghai Daily News.)

We may now perhaps flatter ourselves that something approaching a good understanding between the Japanese and foreigners has at length been created. Appearances have however so often proved deceptive that we are still in doubt whether to regard the present tranquillity as merely the lull before a renewal of the storm or as an actual earnest of future peace and concord. The sudden demonstrations made at intervals during the past five years were in all cases preceded by protestations of amity, and apparent sacrifices to the wishes and prejudices of foreigners. It is for this reason, coupled with the unfathomable depth of cunning and duplicity into which our diplomats have so often obtained a glance while carrying on negotiations with the Japanese government, that we refrain from uttering any warm congratulations upon the present promising aspect of affairs. Otherwise the friendly feelings displayed by the officers and men of the army, the readiness with which the wishes of the foreign representatives are met, and the general intercourse of all classes of the native and foreign communities might inspire the hope that our troubles in Japan are at an end, and that for the future, although difficulties and misunderstandings may arise, they will require only diplomatic interference. Under any circumstances times are much changed from those wherein the following notice was sent to the Oompetki—

Given at Miako the 19th day of the 3d moon.
 The Tycoon having received His Imperial Majesty's command to expel the barbarians, orders that an understanding be arrived at as an enclosure in a despatch from Mr. Pruyn to Mr. Seward. It betrays intense ignorance of the resources of foreigners, an ignorance most inexcusable when we take into consideration the accurate information with regard to European power and resources which must have been derived from the Dutch. The Mikado, however, who must henceforward be regarded as the real ruler of Japan, and whose true position has hitherto been most unaccountably disregarded, was no doubt kept in profound ignorance of even the most patent characteristics of the foreign intruders. It appears extraordinary that until Sir Harry Parkes conceived the idea of forcing the Mikado to ratify the treaties, entered into by the Tycoon no step was taken to recognise the importance of the real ruler of the state. And this in spite of a proclamation such as the following:—

The Tycoon, being about to return at different times, is delayed by command of the Emperor, &c., &c.
 The Tycoon in compliance with the advice of the Mikado, has postponed his return to Yedo.
 According to circumstances the Mikado may perhaps take charge of the affairs of state.
 We have now taken the first and most important step towards a good understanding with the Japanese. We know where to strike should a blow be necessary; we know how to paralyse the government by removing its head; how to debilitate it in its own eyes by causing its capital to share the fate of Peking. To the Japanese, as far as we can learn, an assault on Yedo would have boded no more than did our assault upon the Chinese. So long as we believed that Canton was to be the centre of our intercourse with China, we were easily kept at arm's length. A precisely similar state of things has just been brought to a close in Japan, by our rejection of the Tycoon as supreme emperor, and of Yedo as the metropolis. None know better than the Japanese themselves the import of these changes. They imply that there is no longer practically, and that for future breaches of faith, not only will punishment be awarded, but it will be inflicted in a manner certain to satisfy our outraged rights.
 Seeing therefore that foreign relations with Japan are placed on an intelligible footing, the friendly demonstrations now made by officials and private individuals are entitled to a consideration which could not with justice have been accorded to them a year ago.

FROM THE JAPAN HERALD.
 May 11, 1866.

We have but little of importance to record of late business transactions in the same dull and unsatisfactory state and a Garrison Race Meeting has really been the most noteworthy incident of the time. The letters brought by the French steamer have had a depressing effect upon the market for our principal staple, and the market has been for the last few days very bare of buyers. Detailed information on this and other commercial subjects will be found below.
 We take this, as the earliest opportunity we have of informing our readers, which we have made use of the current, that the calamity made current by our contemporary some time since regarding our Chaplain, the Rev. Mr. BAILEY has been at last, officially and publicly refuted. A court of inquiry was held some weeks since, by which the charges brought against the Rev. Mr. BAILEY were thoroughly examined and pronounced groundless.
 The weather has been most variable and dangerous to the health of any at all exposed to the health of themselves. We are sorry to say that one or two cases of small pox have occurred, but we have no fear of the disease spreading by contagion, as excellent arrangements exist at the small pox hospital.
 By the outgoing French mail steamer, the Prussian Consul Mr. Von Brandt leaves for Europe; we trust it may be to return to Yokohama at no distant day, with his services to his government acknowledged and rewarded by promotion to the rank and importance of Consul General. Such a power as Prussia ought to be so represented at the Court of the Tycoon—and a better man than Mr. Von Brandt it would be difficult to find.

It is well known that Singawa, the suburb of Yeddo passed through by all going thither by the Takaido, is the lowest and most towed quarter around the city. It is there that, pass when you may, you will see Samourai in all stages of inebriety, and who are at such times essentially the dangerous class. Never is the way so clear of them, as that foreigners so often find the risk small here, but fortunately of late, there has been little actual annoyance. The Japanese guards, however, always warn those they escort to be on the alert, and arrange themselves in such a manner as best to ensure the safety of their charge. On Saturday week, as several gentlemen were returning from Yeddo, in passing through this suburb they rode two and two, Japanese guards leading and bringing up the rear. A fellow of the desperate class seeing them approach, deliberately awaited them in the middle of the road, and on the vanguard coming up—took the inner bridle of one with his right and the other with his left hand, and forced them to pass one on each side of him—and so, defiantly did he pass through the whole cavalcade. The guards took no heed, and the foreigners allowed the insult without evidencing any signs of annoyance. We consider that it is a matter that should be made subject of remonstrance with the Japanese authorities—as that man will be a hero whose feat many will desire to imitate, and the consequences may be unpleasant.
 The Russian Brig *Olya* arrived in port Wednesday the 2nd inst., from San Francisco. She brings dates to the 9th March. Through the courtesy of Captain Walker, we are in possession of files up to the 7th, from which we learn that the French Barque *St. Louis* had arrived at the end of the most rapid passages on record, having been only 20 days; the *Vallette* had also arrived, making the passage in 42 days. The arrivals from Hongkong are the *Oracle*, *Wood*, and *Lee Yik*.
 On Wednesday evening the Japanese authorities handed over to the Municipal Police a Quarter master belonging to the P. & O. Steamer *Codis*; when given into the charge he was sent through, had received a slight wound on the back of his head, and was inebriated. It appears he had left the barracks the previous evening about 9 o'clock; nothing is known as to what occurred from that time until 6 o'clock next morning, when he came to the small native guard house at the end of the Honmura bridge, drenched and wounded; when taken on board his money was found in his pockets. He is at present in the hospital in a very dangerous state. He is a peculiarly sober man and bears an irreproachable character on board.
 On Tuesday the 8th came off the Spring Meeting of the Yokohama garrison races. The afternoon turned out fine after a somewhat lowering morning, and all was as pleasant and enjoyable as usual. If the rifle ground makes a poor race course, it is at all events, a very beautiful one, and at this time of the year, when all the young fellows are so full of spirit, and so varied all the bounding hills, there are few indeed that can surpass the *coup d'oeil*. We are led to expect that the next Race meeting will be got up by the Mercantile community—and come off in June. It is a long time since we had any new blood amongst our racing pools. If we obtain a really good course, it may be expected that a higher class of horses will be sought, and at each meeting, upon the chance that fortune may favour them.

On the morning of the 9th, H. B. M. S. *Adventure* arrived from Hongkong with the remainder of H. M. 15th Regiment under Colonel Knox. A little after midday the troops commenced disembarking; all the arrangements were admirable, and the landing was completed by two o'clock. The band of the 2nd regiment, which had been sent to the Blue Islands, arrived at the end of the 9th could not be said to look sickly there was a great difference observable between their appearance and that of the 2nd XX. We believe that the *Adventure* will sail for Hongkong, with the remainder of the XX, on Saturday, the 18th inst.

Colonel Knox, of the 9th, being senior to Colonel Browne, is now Commandant of the garrison. The Japanese soldiers in our last Mail Summary we mentioned the circumstance that a Japanese soldier had, whilst drunk, drawn his sword on two British officers passed, and was only prevented from attacking them by two comrades who were sober, restraining him. He had been tried and sentenced to one year imprisonment. The man was a sergeant, and in addition to his imprisonment he was to be flogged with the *katana*. Colonel Browne considering the good understanding hitherto existing between the Japanese and foreign soldiers requested Sir Harry Parkes to apply for a mitigation of the sentence. On Monday morning last Mr. Myburgh, the British Consul attended by Lieut. Goldsmith of H. M. 22nd XX, Port Adjutant, Messrs Swatow and Von Siebold as interpreters, and escorted by a guard of the Military train, went to the Kanagawa barracks by invitation of the General Kubota. The Japanese soldiers were drawn up on parade—and the man being brought forward, was told that on the application of the commandant of the British garrison through Her Majesty's Minister, his sentence was commuted and he was to remain in confinement no longer. At the same time, to mark his general's opinion, of the heinousness of the crime, that portion of the sentence that deprived him of his rank would be adhered to. On the hearing of the kindness of the British authorities, they asked to be allowed to present arms to the Consul—which was permitted—and we trust that from a matter so untoward, a natural strengthening of the friendliest feelings may emanate.

SHANGHAI.
 We are glad to learn that a letter was received at Chefoo on the 12th inst., from Consul Morrison, who is travelling from Peking overland to Hankow, and about whose safety grave doubts have for some time past been entertained. As Mr. Morrison may be expected here very shortly, we shall doubtless learn what so long delayed him on his journey, the details of which will, we trust, be communicated to the Asiatic Society, to whom they would from a most valuable and interesting communication.
 We hear that several letters were addressed by different members of the community to the Chamber of Commerce complaining of the constant departure of the mail on Monday morning; and asking them to exert their influence to obtain a change in the system. The rule supposed to exist in the P. & O. Service, that when the ap-

pointed day for the mail to leave fell upon a Monday the departure was to be on the Sunday morning previous, was pointed out; but upon investigation it appears that the publishers of the mail card generally in use here, were under an error in stating such to be the case, as no rule of the kind exists. It is, however, to be hoped that the matter having been brought forward in earnest, some steps may be taken to remedy so much complaint in Shanghai.—*Shanghai Recorder*.

SHANGHAI SHIPPING REPORTS.

May 17, 1866.

Am. str. *Kiangse*, May 15th, 5.10 P. M. left Ningpo, 7.35 P. M., passed str. *Waratah*, from Ningpo to Shanghai; 11.25 P. M. passed str. *Express*, off the Ha and Chicks; during the passage, experienced strong winds from N. E., veering to N. W., accompanied with heavy rain and thick weather; Arrived at 9.50 A. M. yesterday.
 Am. str. *Hu-ching*, May 13th, 5.45 A. M. left Hankow in port str. *Tsun-shi*; 2.30 P. M. passed str. *Myang* bound up; 2.50 P. M. arrived at Kiangling; 7.05 P. M. left Kiangling; 8.45 came to anchor at N. E. tree; 14th 4.10 A. M. got underweigh; 5.35 A. M. passed str. *Tanah* off Dove Pt. bound up; 8.20 P. M. came to anchor at Wuhu; 15th 4.20 A. M. got underweigh; 5.48 A. M. passed str. *Five Queen* at Wide Island with passed steam *Ting Hsiao* bound up; with ship *Light* in tow; 10.45 A. M. arrived at Chinkiang; in port str. *Row*, with ship *Guinevere* in tow bound up; 10.22 P. M. left Chinkiang; 8 P. M. came to anchor off Centaur shoal; 16th 6.10 A. M. got underweigh; 8.15 A. M. arrived at Shanghai.

Am. str. *Kianglong*, May 13th, 5.15 A. M. left Hankow in port str. *Tsun-shi*; 11.45 A. M. *Myang* passed up; 1.45 P. M. arrived at Kiangling; 14th 10.30 A. M. *Tanah* arrived in port from Shanghai; 11.15 A. M. left Kiangling; 8 P. M. anchored off Tatung; 15th 3 A. M. underweigh; 8 A. M. *Five Queen*, passed up with ship in tow; 10.15 A. M. *Tsun-shi*, passed, up with ship in tow; 1.30 P. M. arrived at Chinkiang; str. *Rona* left Hankow with ship in tow; 2.30 P. M. left Chinkiang; 8.45 P. M. anchored off N. trees; 16th 4.30 A. M. underweigh; 10 A. M. arrived at Shanghai.

Br. str. *Mail str. Duplex*, May 13th 7 A. M. left Yokohama, the ship *Castle House* left for New York and the *Chanticleer* to London, same day; the *Jenny* from San Francisco for Shanghai, left on the 12th 16th; passed the Fr. bag. *Prefer Paul* Fear inside the Light-ship bound in. Experienced fine weather during the passage. Arrived in port 1.30 P. M. yesterday.

Br. bag. *Swatow*, April 30th, left Swatow, first part of the passage, experienced a strong easterly gale; latter part light and variable winds. May 13th signalled the *John Cobbold* from Swatow, bound North. Arrived here yesterday.

Br. bag. *Tell*, April 29th left Swatow Experienced light variable winds up to May 11th, when a strong gale from N. N. W. set in, accompanied with a heavy sea, which continued for 30 hours; latter part of passage strong S. E. winds attended with thick drizzling rain. Arrived here yesterday.
 Br. str. *Waratah*, May 12th left Foochow; 14th, 11 A. M. arrived at Ningpo. Experienced fine weather during the passage; 15th, 2 P. M. left Ningpo, thence to Shanghai had strong N. W. winds and clear weather. Arrived at Shanghai at 3 P. M. yesterday.

May 18, 1866.
 Br. str. *Nanzing*, May 12th, 3.30 P. M. left Tientsin in port str. *Yeddo*; 13th, P. M., crossed the bar at Taku; 14th, 9.20 A. M. arrived at Chefoo; the str. *Japan* in port which left for Tientsin at 1 P. M., 5.50 P. M. left Chefoo; 7 P. M., passed str. *Shoo-yi-hen* off North Rock, bound N. Experienced fresh southerly winds and thick weather during the passage. Arrived at Shanghai at noon yesterday.

Br. str. *Express*, May 16th, 5 P. M., left Ningpo; 9 P. M., passed Nanhao; the weather very thick, 11 P. M., came to anchor; weather thick, wind from E. 17th, 4.40 A. M., got underweigh, weather still thick; 5 A. M., passed str. *Kiangse*, saw several vessels outside, 12.30 P. M., arrived at Shanghai.
 French bag. *Prefer Paul*, May 8th left Swatow; experienced variable winds, and occasional fogs during the passage. Arrived here yesterday.

The *Diario de Manila* mentions that the brig *Tiempo* has been lost during a heavy gale, on her voyage from hence to Manila; but gives no particulars.

We are glad to learn that the steamer *Hirado*, which had got on shore on an unknown bank off Piracy Island, had been towed off by the *Huaguen* and has been able to proceed on her voyage.

BOMBAY.

(From our own Correspondent.)

Bombay has been in a general state of alarm for many days past. The telegraph conveys us news from time to time which is by no means calculated to allay the uncertainty, and risk hovering over the state of the late enormous cotton shipments to the East. The interests therein are so widely spread that the late improvement from 11 1/2 to 12 1/2, for Fair Dhollera has not sufficed to clear away the uneasiness, and gloom the late fall in value has caused. Shipments of the staple since December last alone, are over 600,000 bales and the bulk of the shippers fully expected a rise instead of a fall. The large capitalists, among them Mr. Premchand Roychund, are considerable sufferers, but the whole of the Bombay Commercial Fabric will sustain severe disaster if any one of these large houses becomes insolvent.

A Court Martial was held at Hyderabad on 2d December last, to try Subedar Gunness Singh, of the 2d Belooch Regiment on five distinct charges. The Court presided over by Subedar Major Ismailjee Israel found him guilty of three of the charges. The Commandant of the 2d Belooch disapproves the finding on the following words:—

"I disapprove of the finding of the Court on the first, third, and fourth charges, the whole of the evidence on which the prisoner has been found guilty, in the first instance, is insufficient of the charge. In the fourth instance the evidence is of so very doubtful and untrustworthy nature that I consider it outweighed by the excellent character of the prisoner. Subedar Gunness Singh is to be released from arrest and return to duty."

The trial itself created some excitement here at the time, and most people seem to have taken an interest in the proceedings. Sir Robert Napier has restored the man to his position, and although the finding of the Court has not called forth any remarks such as Sir Hugh Rose would issue, yet it is believed the circumstances of the trial will be borne in mind. The Subedar maintains that he is the victim of a disgraceful conspiracy on the part of a wo-

man who is stated to virtually rule the regiment. The *Bombay Gazette* states that the regiment is disorganised, and it would be well to make every officer answer for his conduct when in China, and since his return.

A case involving the interests of the whole of the community for the fortnight. It appears the Rojabs are split into two sides, one headed by Aga Khan of the royal family of Persia, supported by a large and influential section claims to be the head of the whole Rojahl body, and consequently to enjoy the privilege of handling the states and monies of the head of the Rojabs. This section of the community is accused of innovations calculated to upset the faith of the whole body. Mr. Anstey's speech of two days gave an historical insight into the religion and social customs of the section. The object of the whole case is to destroy or overthrow the asserted right of Aga Khan to be considered the head of the Rojahl community.

[One of the large Reclamation Companies "The United Victoria and Colaba Reclamation and Pier Co." has held an ordinary general meeting of its shareholders. This is one of a few of the many Companies lately started in Bombay whose prosperity and success may be of great advantage to the permanent commercial interests of Bombay. The Government has decided to bring the terminus of the Bombay, Baroda and Central India Railway close to the property of the Company. The Company is labouring under the awkward difficulty of having to find the means to continue its operations, tied up in one of the new Financial Companies, which it appears is being "wound up voluntarily."

It is satisfactory to observe from papers that have appeared in the *Government Gazette*, that the Government have decided to adopt immediate steps to provide Barracks in India of such size and accommodations as the conditions of the soldiers require. Barracks will in future be provided for single and married.

Small pox has disappeared from H.M.S. *Ocatavia*, and she has returned to her old moorings off the Coal Depot. Sir Bartle Freer paid a visit to the Roman Catholic Native Orphanage at Bandora, on the 20th, accompanied by his staff and a number of distinguished officials. His Excellency expressed himself highly pleased with the whole of the arrangements of the institution, and seemed it to be the best school of the kind in Bombay and Salsette which he had visited.

The Captain of the ship *Ambrose E. O. R. Colter*, committed suicide by cutting his throat on board his ship on 22d instant, the vessel arrived from Queenstown on the 14th, on arrival the deceased man heard of the death of his sister, and had been in a very depressed state since. An inquest has been held, and the jury returned a verdict of "temporary insanity."

The steamer *Tynemouth* lately employed on the coast of China now belonging to the Bombay and Bengal S. S. Co., has sailed for Aden and Suez with cargo and passengers. The *Yamuna* belonging to the same Company arrived here from Liverpool on 16th instant, she is spoken of as being eminently adapted for passengers being fitted in an elegant manner and with most complete accommodations from all I hear she is coming to the P. & O. Co. The steamer *Nippon* belonging to the latter Company, arrived on 21st from England in 65 days; she is shortly to leave for China. Another meeting of the Financial Association of India and China Limited was held on 12th. The Chairman refuted the disparaging statements regarding the position of the Association which appeared lately in the *Bombay Gazette* and assured the Shareholders that after sacrificing the reserve fund and but a small portion of profit, the losses sustained would diminish the paid up Capital by nine lacs of rupees.

A meeting of the East India Bank was held on the 19th, when the Shareholders resolved unanimously to wind up the affairs of the Bank voluntarily.
 A meeting of the Shareholders of the *Money* Association of the Bank, held on 19th, when a resolution was arrived at; liquidators will be appointed at another meeting to be held on 30th May.

The telegram regarding the losses of the Commercial Bank is scarcely believed. The Bank had a reserve of thirty-one lacs Rupees, and even if the losses are as great as stated in the telegram, the encroachments on Capital will be nine lacs rupees; not enough to cause the Shareholders of the Bank to fall to 30s discount at which sales have been made.

Considerable anxiety is felt for the safety of two vessels, the *Edith Kidd* from Liverpool, and *Commodore Hayes* from Glasgow, now out 224 and 212 days respectively. The steamer *Nerbudda* is reported foundered at sea, no particulars. Cotton.—Telegram from Liverpool on 23d reports stocks increased to 800,000 bales, and new Dhollera is quoted 12 1/2. *Manchester*, 7 1/2. Shrivings, 12s. 6d., and 40 reeds *Twar*, 20s. to 21s. 1/2. Consignment on the heavy fall in value of Cotton at Liverpool there has been very little demand here. Bank rate of discount is 11 per cent for loans on Government securities and 12 1/2 to 13 for Commercial approved paper.

Government securities all marked 1/4 per cent 87 1/2 per cent 108 1/2—54 per cent 108 1/2.
 Shares.—Bank Bay, par. Old Ellipson's Bank, Rs. 225 per share discount. Bank of Bombay 10 per cent premium. All others much lower.

Exchange.—Bank rate, 2 1/2 to 2 1/4; Credits, 2 1/2 to 2 1/4; Documents, 2 1/2 to 2 1/4 nominal.
 Imports.—Inactive, dull.
 Freight Market very dull. Liverpool Cotton, £1.10 to £2.5; seconds, 17s. to 17s. 6d. London Cotton, £3; seconds, 21s. Havre Cotton, £3.

MONTHLY SUMMARY OF AUSTRALIAN NEWS.

(From the Daily Southern Cross, February 28.)

The past month, like its predecessor, has left us few points of interest on which we can comment. The Wanganui campaign, as it has been called, has been brought to a successful close by Major-General Chute, who marched through the bush from Wanganui to New Plymouth, and then marched back again. Not that, like the royal progress of the King of France "with twice ten thousand men," the march of General Chute through the heart of the *Huahu* district was an idle demonstration of force. Nothing of the kind. The difficulties were very great. The enemy to be opposed, was by no means contemptible; and the utter ignorance of the country itself—of the natural and contrived obstacles to be overcome by the General and his handful of men, tended to make the expedition most hazar-

dous. It was unquestionably an expedition entailing immense anxiety on those having the command, and more especially on the General, on whom the responsibility of loss and failure would entirely have devolved. Fortunately, however, the resistance offered by the natives was not of the kind herebefore given to the progress of our arms. The spirit of the natives would appear to have been broken, to a great extent, for they do not seem to have made, at any place whatever, a stand worthy of their ardent prowess, and the pluck which we all know the New Zealand Aborigines possess. This is attributed by some persons to widely different causes. By some (and they are generally the detractors of General Cameron), the conduct of the natives is attributed to their surprise at the unheard-of temerity of a small column of Europeans penetrating into the bush, and seeking out the Maori pas to rush and destroy them. The persons in question believe that, on realising their inferiority as a race, tacitly admitted their inferiority as a race, and, altogether a rule of luck, and that the natives had some end in view, or General Chute could not have succeeded in his undertaking. Our own opinion is, that there is a good deal of truth in both points of view. That a moral effect of a lasting character has been produced by the inland march and operations of General Chute, there can be no doubt whatever; and that the gallant General and his troops were extremely fortunate in accomplishing successfully what they undertook to do, without having to fight very desperately, is a fact which no one can dispute. It is equally certain that the natives offered the same kind of resistance as was made at Nukumarui, in the beginning of the campaign under General Cameron, at well-chosen points on the line of march through the bush, the progress of General Chute's troops would have been retarded. Owing to the peculiar nature of the service, and the difficulty of provisioning the force, any considerable delay would have necessarily prevented its successful accomplishment. But then, the natives did not offer this resistance. The pas were rushed, cultivation destroyed, a considerable number of natives were killed with arms in their hands—and the General and his force are entitled to the full rate of credit that is rightly bestowed on success; and, moreover, without great hardship, success, not by too much personal risk, and unfortunately not too many casualties.

But there is a view of the case that must not be lost sight of. However successful General Chute may have been, it is a fact which cannot be disputed, that if it had not been for the Waikato and East Coast campaigns under General Sir Duncan Cameron, if it had not been for the Waikato campaign in 1863; and if it had not been for Nukumarui and the permanent military occupation of the Wanganui and Taranaki coast line by the same gallant veteran in 1865, the feat of arms performed by General Chute in 1866 could not have been accomplished. The work was done by General Cameron; the laurels have been won by General Chute. In writing this, we do not detract in the least from General Chute's merits. We state a fact which that gallant soldier will be the first to acknowledge, and which all military men know and believe to be true; but which, for reasons best known to themselves, has been entirely overlooked by those who seek to exalt General Chute at the expense of his late chief. And this was notoriously the case at the Wellington banquet, which His Excellency the Governor gave in honour of the triumphant return of General Chute. The banquet was a grand and proper thing; but the object which it was intended to subserve was not of exactly the same nature. Honour to whom honour is due; and it will not tarnish the lustre of General Chute's actions to give Sir Duncan Cameron credit for what he accomplished in the service of his country, and for the establishment of law and order in the colony.

The only collision between the troops and the natives, on the southward march of General Chute, was at a place in the bush, at a place named Waikato, about sixty miles north of New Plymouth. The natives numbered about 200, of whom a sprinkling were Waikato. The natives lost five or six men, and took to the bush. The high priest and founder of the Hauhaufanaticism surrendered, and is a prisoner at Wellington. He is a demoted creature. Two neutral chiefs, William King and Jeremiah, after swearing the oath of allegiance to General Chute, have since declared their *vetres opes* against him, and with their people have taken themselves off to the rebels. They have since had skirmish with a force under Col. Synge, of the 43d L.I. The submission we have named was made to General Chute on his southward progress, and the hostilities have been reported since his triumphant return, so that it is not all peace on the West Coast. An immense number of native cultivations and villages have been destroyed.

At Poverty Bay there is a lull in the operations; but on Monday intelligence reached Auckland, that Colonel Lyon, commanding at Opotiki, in the Bay of Plenty, had assumed the offensive, and either five or eight Hauhaufs had been killed in a skirmish. A new position has been taken up and fortified in the gorge leading to the Hauhauf position, on the inaccessibility of which they had relied as a sufficient defence. We expect to hear of some sharp fighting in this quarter.

Everything is quiet in the Waikato. There is a good deal of distress, however, amongst the military settlers and their families, caused by the illegal action taken by Mr. Weld and his late colleagues in the Government. The province will do its best to relieve this distress, but the finances do not admit of much being done. In fact, the effects of the war are beginning to be keenly felt here, although on the whole the state of business is sound and healthy. A native, arrested by a military settler in Waikato, who caught him stealing his potatoes, made a sudden attack on a youth, son of the settler in question, and severely fractured his skull. His life is in great jeopardy. The native is in custody, and will be brought to trial.
 The natives accused of the murder of James Fulloon, and crew of the cutter "Kaka," at Whangarei last July, have been examined before Mr. Beukham, R. J., and committed for trial at the Supreme Court. It will be recollected that these men were tried by Courtmartial, but the finding of the Court was not affirmed, owing to its illegal constitution. They now will have the benefit of an open trial in the Civil Courts, which is only right and proper. There are five natives now in custody in Auckland, charged with the murder of the Rev. Mr. Volkner, at Opotiki. These men will undergo a preliminary examination before the Resident Magistrate.
 A court of inquiry into native land claims is now being held at Port Waikato, at which

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[illegible]

SHIP'S NAME	CAPTAIN	FLAG	R.	TON.	DATE OF ARRIVAL	SHOBBORNEN OR AGENT	DESTINATION	INTERIOR OFFICER
Anna	Peterson	S. ar	113			E. Schellbush and Co		
Laurea	Timoney	ft. sh.	819			Order		
Lauroa	Lincoast	ft. sh.	600			Order		
Antanua	Baello	sp.ar.	1040			Landstien and Co		
La Cour	ft. sh.	1400			Apr. 2	Concero and Co	Havana	
Columbo	Stephano	ft. sh.	703		Apr. 19	Jardine, Matheson & Co	Callao	
Confances	Bilibo	Fr. bk	553		Apr. 18	Order		
David	Barbeton	Fr. bk	727			Order		
Dolores Ugarte	Olano	Fr. sh.	1200		Dec. 31	P. de C. and Co.		
Gray Bentos	Castanola	ft. sh.	465			Captain	Callao	Coolie
W. leg of the Beck	Walton	On. sh.	120		Feb. 25	Simsen and Co		
Callao	Boers	Pr. sh.	334		Jan. 22	P. F. Othenim		
Alma	M. Inghard	ft. bk	245			Captain	Callao	Early
Mar. Godard	Nohuja	ft. bk	812		Jan. 1	R. Kaynal and Co		
Nun na	Hager	W. bk.	188		Apr. 19	Hub. Rubener and Co		
D-oriental	Villoroel	ft. sh.	275		Mar. 14	F. de Silva		
R. Frato Longo	Hofomo	ft. sh.	899		Jan. 19	P. Aramburo		
Landor	fo. bk	371			Jan. 21	L. Marquez	Coolies.	
Y. Canning	Shannon	Sl. str.	550			Chinese		

SHIP'S NAME	CAPTAIN	FLAG & REG.	TONS	DATE OF ARRIVAL	CORRESPONDENCE OR AGENT	DESTINATION	INTERVIEWED
Activo	Gessen	P.R.bk	148	Mar. 4	Paedez and Co		
Batlin's Pride	Hudson	S. R.	150	Feb. 20	Boyer and Co		
Cuba	Hammann	am.bk	300	Feb. 23	Kleinmann and Ailsch		
Java	Anderson	P.R.bk	240	Feb. 23	Paedez and Co		
Maria Rosario	Amoiegasa	P.R.bk	254	Feb. 17	Brown and Co		
Nueva Constanta	Butron	sp bk	208	Feb. 18	La Owen		
Picli		P.R.c.r.	140	Feb.	Paedez and Co		
Snoetters	Hanc	am bk	749	Mar.	Order		
Smyrna	Delarge	S. bk.	381	Feb. 20	Order		
Theresa Augusta	Pretler	Pa. st.	182	Mar.	Paedez and Co		
Victoria	Stuchman	am.bk	450	Feb.	Paedez and Co		
Willy	Rohket	S.R. st	170	Feb. 5	Order		

SHIP'S NAME	CAPTAIN	FLAG & RIG	TONS	DATE OF ARRIVAL	CONSIGNEE OR AGENT	DESTINATION	WHEAT DESTROYED
Ada	Jones	S. sh.	686		John Silver and Co		
Argidius	Malleman	Switz.	254	May 14	Order		
Arct	Koss	S. sh.	863	Apr. 30	Gibb, Livingston and Co		
Black Prince	Ingolia	S. sh.	855	May 14	Gibb, Livingston & Co		
Brami	Jargerson	Da.dk.	201	May 13	Order		
Chinaman	Downie	S. sh.	897	Apr. 9	Tolliday Wise and Co		
Ernest	Meyer	Swab.	323	Apr. 21	James and Co		
Estriek	Stegett	S. sh.	309	Apr. 21	Jar Matheson and Co		
Karydioe	Gibb	S. sh.	431		Smith, Kennedy & Co		
Falcon	Gunn	S. sh.	431	May 11	Smith, Kennedy & Co		
Ferain	Sullivan	S. sh.	328		Burill and Co		
Fly Cross	Robinson	S. sh.	666	May 11	Jardine, Matheson & Co		
Minerva	For	S. sh.	829	May 12	Gibb, Livingston & Co		
Series	Innes	S. sh.	703	Apr. 19	Birley & Co		
Taepling	McKennon	S. sh.	707	Apr. 27	G. Hunt and Co		
U. sh.	Avanagh	S. sh.	866	May 14	Austin and Co		
Z ba	dowes	S. sh.	457	Apr. 10	Liverlock and Co		

SHIP'S NAME	CAPTAIN	FLAG & RIG	TONS	DATE OF ARRIVAL	AGENCY OR AGENTS	DESTINATION	INTERESTED PARTY
Alisa Craig	Leveson	S. bk.	467	Apr. 17	Smith, Kennedy and Co		
Bolina	Russell	S. bk.	438	Aug. 25			
Burdwan	Douglas	S. sh.	808	Apr. 27	Dent and Co		
Cinderella	Williams	S. bk.	877	Apr. 6	Fraser and Co		
Duck	Lorenzo	S. sh.	145	Apr. 21	E. C. Cane and Co	Laid up	
Eclipsa	Harvey	S. bk.	814	Apr. 25	A. R. Tibb and Co	Newchwang	Imm.
Euxine	Gardner	S. bk.	389	Apr. 28	Bourjau, Hubener & Co	Chefoo	
George Canning	Harris	S. bk.	411	Apr. 25	Master		
Guinevere	McLean	S. bk.	647	Apr. 19	Mr. Matheson and Co		
Isabella	Copper	S. sh.	1000	Apr. 19	E. C. Cane and Co		
John Ranton, Jun.	White	S. sh.	724	Apr. 5	Fraser and Co		
John Ratnay	William	A.m.b.k.	511	Apr. 26	Russell and Co		
Osprey	Andrews	S. bk.	498	Apr. 27	Fraser and Co		
Petrel	Lewis	S. sh.	267	May 31	Fraser and Co	Laid up	
Sailors' Home	Byrnes	S. sh.	1244	Apr. 25	Jones Company		
Scindia	Carr	S. sh.	894	Apr. 26	Smith, Kennedy & Co		
Trehalga	Lewis	S. sh.	1121	Mar. 28	Blain, Tate and Co		

SHIPS' NAME.	FLAG & REG.	TONS.	CONSIGNEES.	DESTINATION.
Adolfo	Spanish barque	434	Smith, Bell and Co	London
Alcaucón	Spanish barque	270	N. Luna	"
Auréliana	Spanish barque	482	Smith, Bell and Co	poerstein
Her Majesty	British Frigate	1102	Smith, Bell and Co	"
Isabella	Spanish barque	438	Holaday, Wise and Co	"
Shen Shau	British Frigate	806	Smith, Bell and Co	"

HONGKONG, MACAO AND CANTON.

HONGKONG, MACAO AND CANTON.

Vessel	Flag	Captain	Tons	Horse-power	Owners or Agents
Fame	British	Leferio	90	110	H. & W. Rock Company
Pelween	"	Mason	235		Hongkong & S. M. Ship
Flo Dart	"	Stonning	450		Do.
Kin shan	"	Haskell	550		Do.
Kiang	Amer.	Taylor	1065		Russell and Co
Lintin	British		150		Loch up
Sir J. Jesselby	Amer.	Duncan	140		Loch up
Thomas Hunt & Co	Amer.	Falls	140		Thomas Hunt & Co
Plymouth Rock	"	Newton	238		Russell and Co
White Cloud	"	Carrol	380		Hongkong & S. M. Ship

Vessel	At	Flag & Reg.	Tons.	Captain	Owners
Peter William	Hongkong	B. sh.	1000/	Althaus	P. & O. S. N. Steam Co
John Adam	"	B. bk.	318	Vancombe	D. Sassoon Sons & Co
Tromslo	Macao	P. bk.	240	Marques	L. Marques & Co
Mahmoodie	Fu-chau	B. bk.	292	Oliver	Jardine, Matheson & Co
Saige	Ningpo	B. bk.	341	Green	Jardine, Matheson & Co
Ann Welch	shanghai	B. bk.	341	Koonoy	Augustine Heard & Co
Scips	"	B. sh.	502	Kappell	F. F. Francis & Co
Victory Witch	"	B. sh.	427	Lewis.	Captain Lewis
Fate Hayes	"	B. dg.	384	Latridge	Jardine, Matheson & Co
Wallington	"	B. bk.	472	Bennett	D. Sassoon, Sons & Co
Paidner	Ta-kau Formosa	B. sh.	382	"	Jardine, Matheson & Co
	"	B. bk.			Dent and Co

SHIP'S NAME	APPAINT	LAST RTO	DATE ARRIVE	DISCHARGE OR AGED	DESTINATION
Amoy	Noberg	sw. bk.	309	Simson and Co	
Belited Will	Loock	B. sh.	812	Smith, Kennedy and Co	London
Cassidine	Fensen	Pr. ar.	232		
Coral Nymph	Windchester	B. sh.	724	7 G. Livingston and Co	
Deerfoot	Carlinia	bk. bk.	409	Ap. 28 J. Matheson and Co	London
Echo	Stapleton	B. sh.	389	Ap. 28 Oxford and Co	
John Milton	Forcut	B. sh.	218	Ap. 28 Livingston and Co	London
Landrost Straton	Stolcke	sm bk	219	Chinese	
Leurel	Moodie	B. sh.	681	Ap. 10 Williams and Co	
Lycemoon	Co. mingham	B. sh.	660	May 30 Williams and S. n.	H. K. & W. dock
Nepitine	Lauchen	B. sh.	660	May 30 Wm. Puxton and Co	
Nile	Johnston	B. sh.	635	Jan. 25 Oxford and Co	to aid up
Penang	Patten	sm bk.	583	Boorman and Co	
Storjettel	Hoglund	sw. ar.	201	Ap. 15 Aramian and Co	
Tarsete	Quicke	sm bk.	414	May 5 Simensen and Co	
Tientsin	Grundberg	sw. bk.	195	Sept. 10 Adam Scotland Co	for Salt

NAME.	RIG.	GUNS.	H.P.	CAPTAIN.	WHERE AT.
Acorn,	store ship	—		Jno. R. Ryan (Master)	Shanghai
Adventure,	c. Troop ship.	4	400	Lt. C. Weddellite	Chafoo
Algerine,	t. gun-vet.	1	80	Lieut. Rucker	Chafoo
Argus,	wp. sloop	6	300	Comr. J. Round	Singapore
Banister,	c. st. m. g.	3	60	Lieut. Tankin	Singapore
Barros,	c. atm. corv.	21	400	'Capt Boya	Shanghai
Basilik,	wd. str. sloop	4	400	W. N. W. Hewett V. C.	Hongkong
Bouncer,	c. st. g.b.	3	60	Lieut. Macquay	Japan
Bueard,	un-bat.	3	60	Lieut. J. M. Dayrell	Ningpo
Cockchase,	un-bat.	3	200	Comr. G. D. Broad	Chafoo
Comarant,	c. st. gun. va.	4	200	Comr. A. G. R. Roe	Singapore
Cocquette,	pad. st. tender	4	150	J. S. Compton	Hongkong
Comandant,	gun-bat.	3	60	W. W. Read	Sure, China sea
Dove,	gun-bat.	3	40	Lt. Hunt	Hongkong
Drake,	gun-bat.	3	60	Lieut. Eaton	Japan
Firm,	gun-bat.	3	60		Hongkong
Flamer,	gun-bat.	3	60	Lieut. J. E. Stokes	Sewtow
Forester,	gun-bat.	3	60	Lieut. J. C. Patterson	Chafoo
Grasshopper,	gun-bat.	3	60	Lieut. Morice	Kiukiang
Hardy,	sc. st. g. b.	3	6	Lieut. McInturing	Sewtow
Haugby,	gun-bat.	3	60	Lieut. Luard	Foochow
Harack,	store ship.	4	160	Staff Com. Thain	Sailed for Amoy
Heeper,	gun-bat.	3	60	Lieut. G. T. Nicolas	Chafoo
Insolent,	gun-bat.	3	40	Lieut. Stokes	Hongkong
Janus,	gun-vessel	1	80		Jongkong
Leren, Steam Ordinary	sc. st. desp. ves.	1	70	B. B. Stuart	Shanghai
Magilla,	hospital.	—		Rt. Bernard, M.D.B.A.	Hongkong
Malville, Naval Hospital,	hospital.	—			
Opposum, Tender to	gun-bat.	3	60	Lieut. St. John	Sewtow
H. M. S. Princess Charlotte,					
Oprey,	g. vessel	4	200	Comr. Menzies	Japan
Pelontic,	sc. atm. corv.	21	400	Capt. Howell	Japan
Praeus,	sc. at. sloop	17	200	Comr. Stevens	Amoy
Princess Charlotte,	Receiving ship.	12		Capt. M. B. Nollath	Hongkong
Princess Royal, Bearing the flag of Vice Admiral Geo. St Vincent King, C. B.	sc. line of bat. sh.	73	400	Capt. W. G. Jones	Sailed for Japan via Shang
Rattler,	sc. st. sloop	17	20	Comr. Webb	Singapore
Rifleman,	sc. Survey ves.	5	100		Hongkong
Scylla,	sc. atm. corv.	12	400	Capt. R. W. Courtney	Japan
Serpent,	sc. desp. vessel	20	Comr. C. H. Bullock	China serv. Jap	Chingkeangfoo
Slaney,	gun-bat.	1	80	Lieut. P. J. Keats	Sailed for Tiet
Strip,	gun-bat.	3	60	Lieut. Powys	Shanghai
Starling, Steam Ordinary.	gun-bat.	3	60		Hongkong
Launch, Steam Ordinary.	gun-bat.	3	60		Hongkong
Watchful, steam Ord.	gun-bat.	3	40		Hongkong
Wherry,	sc. at. g.b.	3	60	Lt. Doughty	Shanghai
Woodle,	gun-bat.	3	40		Hongkong
Woodcock, Steam Or-	gun-bat.	3	40		Hongkong
Whark,	gun-bat.	3	40		Hongkong

Unbound in :

Unbound in :
Horseshoe M.